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JPRS 84149

18 August 1983

USSR Report

TRANSPORTATION

No. 123

19980326 060

DISTRIBUTION STATEMENT A

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RAIL SYSTEMS

DEPUTY RAILWAYS MINISTER ON TRANSCAUCASIAN RAILROAD IMPROVEMENTS

PM271502 Tbilisi ZARYA VOSTOKA in Russian 15 May 83 p 1

[Interview with V. N. Gin'ko, USSR first deputy minister of railways, by unnamed ZARYA VOSTOKA correspondent: "On the Growth Track"]

[Text] The bicentennial of the Treaty of Georgiyevsk is a celebration of the friendship of the Russian and Georgian peoples, USSR First Deputy Minister of Railways Vladimir Nikolayevich Gin'ko told a ZARYA VOSTOKA correspondent. And one can understand the enthusiasm and creative upsurge of the collectives of transport workers as they prepare to fittingly greet the outstanding date.

In conjunction with the Georgian CP Central Committee and the republic's government, the USSR Ministry of Railways has planned a whole series of important measures in the jubilee year to further strengthen the material and technical base, improve operations and increase the volume of passengers and freight on the Transcaucasian Railroad. Second tracks will be commissioned for the Kareli-Agara section as well as the Gurdzhani locomotive depot, freight yards at Samtredia and Agur-Karkhana stations and automatic blocking in the Tbilisi-Iori section.

Note also that modernization work will finish at the Tbilisi-Sortirovochnaya and Sukhumi locomotive depots, the construction of second tracks for the Grakali-Metekhi section and of the Khresili traction substation has finished, steps have been taken to carry out installation work worth R17 million on the new Marabda-Akhalkalaki railroad line and we will also start developing the Batumi-Tovarnaya station.

In 1983-1985 the Transcaucasian Railroad will get some new mainline electric and diesel locomotives and lead cars for electric trains.

In 1983 the Transcaucasian Railroad will receive new equipment, mechanisms and machinery, including cranes, excavators, bulldozers, trolleys, trucks, power stations, compressors, concrete mixers, metal-cutting and woodworking machine tools and other items.

Work will continue on improving social and living conditions for Georgia's railmen. In particular, it is planned to commission 16,000 square meters of housing.

The main task of workers on the railroad must be persistent, selfless work to improve transport services for the national economy and the population in the southern region of the European part of our country. A most important condition for achieving the goal set is a high standard of organization of operating work on the line itself and close collaboration with neighboring railroads to ensure the unhindered reception and throughput of trains at all junctions.

Work continues this year on the modernization of the Tbilisi electric freight car repair plant--one of the oldest transport industry enterprises in our sector. But the volume of repairs of motor car units and all-metal passenger cars has already been doubled as a result of the modernization and expansion of production facilities and retooling, and new capacities for repairs to subway cars have been commissioned. Moreover, in 1983 the plant has been granted additional appropriations for the capital repair of the main facilities.

Thus, all the prerequisites have been created for the fulfillment and over-fulfillment of this year's production plan as regards the volume and range of output.

Georgia's railmen face great, responsible tasks, and we have no doubt that, joining in socialist competition, they will achieve new labor successes and make a worthy contribution to fulfilling the historic decisions of the 26th party congress and the CPSU Central Committee November 1982 Plenum.

CSO: 1829/261

RAIL SYSTEMS

BAYKAL-AMUR RAILROAD CHIEF DISMISSED FOR MISCONDUCT

Chief's Failures Chronicled

Moscow GUDOK in Russian 18 May 83 p 2

[Article (feuilleton) by K. Aleksandrov: "Careful With Car No 49!"]

[Text] We become accustomed slowly to what is forbidden, quickly to what is allowed. Especially so when we are permitted and others are forbidden. And before you're used to it, after crossing that barely visible line, you're where everyone is permitted, while I can be wherever I want, since I'm in charge, I'm somebody and you're nobody. And it seems to you that that's how it should be, that the laws weren't written for you.

There is nothing worse or more dangerous than this delusion. And the morning when that delusion is scattered is anything but beautiful....

What's so bad, you might ask, about the chief of a railroad, a person doing a difficult, nerve-wracking, responsible job, moving into spacious, comfortable housing when he assumes his new duties? Nothing. The more so, since such housing was initially intended for the chief of the system. And what is impermissible about his paying the normal apartment rent for this housing -- 21 rubles 70 kopecks per month, plus municipal services, of course: lights, heat, water and so forth. Even let the housing -- house, even --be somewhat large for one person. Nothing strange in that: he is, after all, an important person....

But then the next little, tiny, step, and it's all over. And not even a step, but simply a barely perceptible shift in psychology. And it turns out that the house is not altogether a house, but a hotel with the romantic name "Pine Forest" and, as is usually true of hotels, there are servants and the necessary furnishings -- from 10 dessert spoons and a steam iron to a 3x4 rug worth 720 rubles.... A comfortable hotel for one person, with service for 12. Twenty rubles or so a month is not much at all to pay for such abundance. Very reasonable. Especially if consideration is given to the fact that the depreciation deductions alone for all these furnishings are three times that each month. Is it possible a railroad chief would be permitted this?!

"Of course I can," he thinks. And he takes the next step, or rather steps. Because the first was not taken right away, the others follow one after another. And fellow-travelers immediately appear.

Having permitted himself much, he has to allow others something. For example, he might allow his own assistant, comrade Gervasov, a 30-day business trip to Moscow and Gorkiy. On serious matters: once, to drum up funds to repair an official car, another time to get an automobile. And really, if not the chief of a railroad, then who could permit his faithful assistant to take such a trip? And at the same time, he could send comrade Zingerov, deputy chief of the material-technical supply service, to Moscow, Sochi, Rostov and Kharkov for 41 days, allowing 77 days for the trip and paying more than 1,000 rubles for it. And he could send out expeditors, and he could pay for trips taken by people not on staff, and he could spend an extra 4,000 rubles for this just in 1982, just in his administration. Anything was possible. All trifles. Others, no, but he could. He, not others.

Incidentally, inasmuch as several names have already been named and the discussion has become more concrete, let's introduce our main hero, the chief of the Baykal-Amur Railroad, comrade Lev Veniaminovich Lotarev.

I suppose this is the time to present him, because we must now talk not about his steps, but about his rapid, non-stop movement from "can" to "I can" and then to "anything goes." We have already mentioned, for instance, one long business trip to the warm spots. Do you know what the purpose was? The most noble purpose of setting up construction of a boarding house and treatment facility for BAM workers in a warm area, in Uch-Der settlement, that is, in Sochi. You've never tried to build a treatment facility in Sochi? Very difficult, it turns out. There is no one to do the building; you can't find a contractor. What could a person less mighty than the chief of a railroad do in such a case? A weak person would bow to circumstances, a strong person would seek out a contractor through legal channels, storming the construction organizations and, awash in noble tears of gratitude, would accompany the first workers on holiday.

But what would a person to whom much, if not all, is possible do, that is, what did comrade L. V. Lotarev do? First, he would make a decisive geographical attack and establish a Sochi work superintendent's sector of the Tynda Civil Structures Division. This strange subdivision would deliver from the BAM to Sochi in short order one each or a prefabricated panel building and would assemble it equally quickly on that marvelous coast. Incidentally, since they received practically no wages, inasmuch as the bank does not recognize geographic innovations, the Sochi workers had to be paid by those in Tynda. They had to do without those hundreds of thousands of rubles their own division received "for subsidiary-auxiliary activity."

...Here, we must interrupt, since we are already hearing objections from experienced, knowledgeable people as to how people to whom much is possible get by. "Where have you seen a chief," say these experienced, knowledgeable people, "who has built a boarding house or even an impoverished recreation facility without breaking some rules? There are no such chiefs, nor can there be. Everyone breaks the rules, and then the people thank them. Sometimes rules can be broken...."

Seemingly convincing arguments. The more so, since they agree with our own observations. And we would in fact be ready to agree, did we not know that "can be broken" is the same "can" from which anything goes. A hotel for the chief,

a treatment facility counter to geography and logic, and then something even simpler -- ordinary recruitment, traditionally beginning with a bath for the chosen and ending.... Better not to think about what such recruitment ends with. Better not to listen to those who think there are different rules: some for those not permitted and others for those permitted.

In this instance, there were even two baths. One, costing 84,900 rubles, plus 500 rubles 64 kopecks for furnace repairs, was put up alongside an "improved-type dormitory" in which one square meter of floorspace cost roughly 2,500 rubles, in which the servicing personnel receive about 45,000 rubles per year and the guests pay about 1,500.... There is another such communal enterprise in the domains of the powerful chief, who apparently wants to get rid of it but who apparently is reluctant to give it up. And really, if there can be a hotel for one, why not a hotel for 14? You might meet someone worthy and not have to be ashamed to take them in.

As concerns the second sauna-bath, it is more modest and in a way, doesn't even exist: it is at the ski center at Tynda depot, but the documents show no ski center there! A mirage. The bath was built without loans, meaning it, too, doesn't exist. It does, of course, and more than 6,000 rubles in wages have already been paid servicing personnel....

So, all is in order concerning the baths. And we can now move on to other indispensable appurtenances of the way of life based on the principle "what is not permitted others is permitted some," but for the next objection by our experienced commentator.

"Think about it: a bath, a rug....," our opponent laughs. "Get to what is important, the work. It's no sin to take a bath en route when all is in order with the work indicators, especially when the work is so tense...."

And so we must move on to work and measures of work. In the fourth quarter of last year, the railroad was one of the leaders, and in the first four months of this year it exceeded almost all indicators as well. And highmarks they were! Loading -- nearly seven percent, unloading -- right at eight percent, turnover -- over 32 percent, car productivity -- nearly 47 percent, locomotive productivity -- eight percent, and so forth. A most gratifying picture. True, there is something a little strange about it, like an old painting from the time when artists did not yet understand perspective and the temple in the foreground is smaller than the person in the background. In fact, nearly all the actual indicators for the last four months of last year hardly differ from those planned for the corresponding months of this year. And if consideration is given to the fact that the new railroad is gathering strength with each passing month, it is a little hard to explain such planning: during those four months last year, turnover time, for example, was 6.28 days, while it is 5.56 days this year; the plan, naturally, was met at 4.20 days. Freight handling operation idle time was 66.75, with a planned figure of 61.63; the plan, of course, was met with 53.23. In general, the law of reverse perspective in action.

Incidentally, let's dwell on planning for a while -- a complex matter which perhaps someone other than us should investigate. Let us take up those questions more within the reach of mere mortals and, alas, less profitable in terms of

indicators. Everything is absolutely in order concerning loading, but when you look, every other car is shown a day early in the reporting. Let's gaze into the future. You might think "twenty-four hours here or there is o.k." Really, a leading railroad can make allowances. The reporting, after all, is excellent! But defects in the car system rose 13.7 percent last year, a primary reporting indicator. And losses from failure to protect freight last year were three times higher than the year before last...no, that can't be right. Yes, three times higher.

And one other petty thing: a garage with nine vehicles in it burned down, and soon thereafter an arsonist set fire to the car depot warehouse. You might think: they simply didn't have time after the first fire to reconstitute the firebrigades. Nothing strange in that. But couldn't time have been found, especially if they were very busy? Here, we needed for a bonus order to be signed and followed through so that everything would be as usual on the railroad: the lion's share to those who, in the eyes of the leadership, had served, without offending others, especially those who had no right to a bonus in the first place. Is the main thing for the reporting to be in order? Thanks to the planners, it is. If that's so, I don't like it. Who's in charge here?! I'm the manager. Pay out unlawful bonuses? I won't confer them, and I won't ask the Tynda NOD [railroad section chief] to either. But of course we report to those above that all is in order with our reporting. We can, they won't touch us, we're BAM.

And in this, it turns out, L. V. Lotarev was mistaken. What was the beginning of the end of his omnipotence? Perhaps that ill-fated car No 49 which was ordered by the daring railroad chief to be re-outfitted as an official saloon car, counter to all the rules and norms, as a saloon car the railroad had not anticipated and did not need.... And this saloon car required -- with the full approval of the bold Lotarev -- three services, including, naturally, one for 12, costing over 300 rubles, a Yugoslav reversible rug costing 650 rubles, one fruit bowl -- 111 rubles.... Then maybe tall crystal wine glasses, overflowing?

Who knows. We only know that they are beginning to explain to comrade Lotarev, and will apparently soon have thoroughly explained, that in our society, there is one "can" and one "cannot" for all. And I would hope that these explanations will be understood. We are now faced with a final elucidation of relations with our constant opponent.

"Look around you!" he cries. "Don't you see anything more interesting than these unfortunate wine glasses and rugs? That's an extreme. And where? On the BAM! You're a romantic...."

And we must answer quite seriously, as the arguments are also serious.

We did find other things. Yes, it is an extreme. But, alas, not the last one, so long as there are people thinking the law does not apply to them. We say directly to them: watch the 49th car! Sooner or later, your own 49th will come if you believe you are entitled to what no one else is. Because, along with the 1,000-ruble bath, the saloon cars and sparkling crystal, and the other pleasures of the compartment, come people who firmly believe in rules common to all.

And this concerns the BAM, which is precisely why we have been especially critical here, perhaps more than one would have liked. Precisely because it is the BAM, a great project. Not for the sake of ringing crystal.

Chief Fired, Deputy Promoted

Moscow GUDOK in Russian 5 Jul 83 p 3

[Text] A feuilleton criticizing the chief of the Baykal-Amur Railroad, comrade Lotarev, appeared under the heading "Careful With Car No 49" in the 18 May issue of GUDOK.

The collegium of the Ministry of Railways reviewed steps to improve the operating and management activity of the Baykal-Amur Railroad and noted serious oversights. Checks established numerous violations of Technical Operating Rules and failures to meet a number of quality indicators and assignments. The fleet of locomotives, track system, technical-service facilities, housing and structures have been maintained unsatisfactorily. Distortions of statistics and records have been permitted, along with wasteful expenditures of funds, uncredited work and the transfer of material goods belonging to the railroad to supervisory workers for free use.

There are significant shortcomings in personnel selection, placement and development and in the style and method of leadership.

By order of the Ministry of Railways, L. V. Lotarev is relieved of his duties as chief of the Baykal-Amur Railroad for not carrying out the work sector entrusted to him.

V. A. Gorbunov is designated chief of the Baykal-Amur Railroad and is relieved of his duties as first deputy chief of that railroad.

Valeriy Aleksandrovich Gorbunov was born a Russian in 1940, has been a CPSU member since 1967 and is a railway engineer specializing in railroad operation. He has been in transport since 1962, following his graduation from the institute. Since 1964, he has been in supervisory positions. He was deputy chief and chief of a station, deputy chief of a traffic division department, chief engineer of the traffic service, chief of the technical department of the Ministry of Railways Main Traffic Administration, and deputy chief of the Baykal-Amur Railroad. Since 1981, he has been first deputy chief of this railroad.

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CSO: 1829/262

RAIL SYSTEMS

REVIEW OF RAILWAYS MINISTRY WORK IN FIRST HALF OF 1983

Moscow GUDOK in Russian 15 Jul 83 pp 1-2

[Article based on materials from the Ministry of Railways statistics and reporting administration: "At New Frontiers"]

[Text] Having widely developed socialist competition, railroaders are steadily overcoming lags and confidently increasing shipments. The plan for the first half of the middle year of the 11th Five-Year Plan has been carried out ahead of schedule, both in terms of overall freight shipments and in terms of freight and passenger turnover. The shipment plans for June and for the second quarter have also been carried out. Rolling stock use indicators have been improved. Labor productivity was 1.7 percent higher than planned, net cost was 1.6 percent lower, and the profit assignment was exceeded by more than six percent.

About 1.909 million tons of freight was shipped during the half year, 23.7 million tons more than planned. As compared with the analogous period last year, shipments had increased by 62.1 million tons, or by 3.4 percent. The increment in petroleum and petroleum products transport was four million tons, ores -- 4.7 million tons, chemical and mineral fertilizers -- 6.7 million, ferrous metals -- 3.8 million, lumber -- 4.2 million, cement -- 2.4 million and industrial raw materials -- 4.9 million tons. A large amount of food and manufactured goods was shipped above the plan.

The overall loading plan, in tons, was overfulfilled by 26 systems. The best results were achieved by collectives of the Moscow, Belorussian, Gorkiy, Southwestern, Lvov, Azerbaijan, Alma-Ata, Sverdlovsk, Krasnoyarsk, Far Eastern and Transbaykal systems. Lag was permitted on the Donetsk, Transcaucasian, Southern Urals, Kuybyshev, Tselinnaya and Kemerovo systems.

The level of unit-train dispatch was 44.5 percent. Unit-train dispatching of freight increased on many systems.

Car load and capacity use improved. As compared with the corresponding period last year, static load increased by 70 kg, thus enabling us to load 2.5 million more tons of output without enlisting additional cars.

Ten systems failed to meet the static load assignment, primary among them -- the Southeastern, Western Kazakhstan, Sverdlovsk, Western Siberia and Krasnoyarsk.

As against the first half of last year, unloading increased nearly 3.3 percent and exceeded the assignment by 0.6 percent. It rose on 27 systems, but only 15 coped with the plan.

Freight turnover exceeded 1.8 trillion scheduled ton-kilometers, which was 1.5 percent above plan. As compared with the corresponding period last year, however, freight turnover increased by nearly 65 billion ton-kilometers, or 3.7 percent.

The average range of transport increased by seven kilometers. It increased significantly for deliveries of ferrous metals, ores, cement, refractory materials, peat and certain other products. At the same time, the average range of shipment decreased for coal and coke, fertilizers, grain and flour.

Passenger traffic increased by 9.4 billion passenger-kilometers, or six percent, as compared with the first half of 1982. The plan for this indicator was overfulfilled by 4.4 percent.

The collectives of a majority of the systems managed to use rolling stock better and raised the level of all [rolling stock] operations.

As compared with the first half of 1982, the amount of interchange transfer increased by 7,400 cars. At the same time, car flows were unsatisfactory on the Kazakhstan, Central Asian, Azerbaijan, Northern Caucasus, Volga and Far Eastern systems.

Average daily locomotive productivity increased on a majority of the systems and for the network as a whole. Eighteen systems, foremost the October, Gorkiy, Moldavian, Baltic, Krasnoyarsk, Eastern Siberia, Transbaykal, Far Eastern and Baykal-Amur, successfully coped with the assignment for this indicator. But the Northern Caucasus, Azerbaijan, Transcaucasus, Western Kazakhstan, Central Asian, Alma-Ata and several others not only did not meet the plan, but had poorer locomotive use indicators than in the corresponding period last year.

Putting larger locomotives into operation, strengthening the track and other systems, and broad dissemination of the experience of the Moscow system provided an opportunity to raise the average weight of a freight train by 28 tons as compared with the analogous period last year and to exceed the assignment by four tons. It rose significantly and exceeded the established standard on the Moscow, Gorkiy, Northern, Moldavian, Lvov, Odessa, Southern, Southeastern, Tselinnaya, Volga and Central Asian. The results could have been better had the number of subweight trains not increased, especially on the Odessa, Dnepr, Northern Caucasus, Kuybyshev, Southeastern, Sverdlovsk and Western Siberian.

Freight car use improved. Circulation was accelerated by 3.8 percent. Time spent in loading operations was reduced by 7.2 percent and time at service stations decreased by 4.2 percent. Productivity rose by 4.2 percent. Thirteen systems coped with the car circulation norm and the average daily productivity assignment, among them the Moscow, Baltic, Odessa, Gorkiy, Donetsk, Krasnoyarsk, Eastern Siberian and Transbaykal. Car circulation was accelerated on 120 divisions, many of which also coped with the established assignment. However, due to

difficulties in car flows on individual lines and an increase in the range of shipment, the assignments established for basic car use indicators were not fully met for the network as a whole.

Passenger and freight train schedules were met better than in the first half of last year. The level of freight train schedule observance rose by one percent, and of passenger train schedule observance -- 0.2 percent, while the overall delay time was reduced by 11 percent. At the same time, less attention was paid to meeting schedules on a number of systems, foremost the Azerbaijan, Transcaucasus, Central Asian, Alma-Ata and Sverdlovsk.

The material-technical base of rail transport was further developed. The rates of fulfillment of the capital construction plan were higher the first half of this year than in the same period last year. The construction-installation work plan was carried out for the first time in recent years. Funds were utilized better at production projects -- construction of second track, electrification, development of the locomotive and car systems and traffic. Construction was most successful on the October, Belorussian, Odessa, Donetsk, Northern Caucasus, Azerbaijan and several other systems, with the annual plan being carried out at a 44-54 percent level.

At the same time, Ministry of Transport Construction organizations permitted considerable lag in plan fulfillment on such systems as the Transbaykal, Gorkiy, Krasnoyarsk, Southern Urals, Kemerovo and Western Siberia. The annual limit [funds] was only 25-39 percent used here.

The lower rates of funds utilization at nonproduction projects is causing serious concern. The housing starts plan was carried out on only eight systems, including the Belorussian, Lvov, Donetsk and Moscow.

The rolling stock fleet was further reinforced. During the half year, transport was supplied with 271 electric locomotives, 528 diesel locomotives, 31,400 freight cars, 1,011 passenger cars and nearly 29,000 containers. The delivery plan was carried out for all basic items with the exception of switching diesel locomotives and five-ton containers.

Industrial enterprises of the Ministry of Railways overfulfilled the assignment for marketing output and producing a majority of the items in the national economic plan products list. The amount of output sold was nearly 1.132 million rubles, which is 1.1 percent more than the plan and 2.5 percent more than last year. Output worth more than 12 million rubles was sold above the plan. Plants repairing rolling stock and producing spare parts overfulfilled the sales plan by eight million rubles. At the same time, 14 plants did not cope with the plan, including the Krasnoyarsk (403,000 rubles), Smelyanskiy (392,000) and Chita (161,000).

The Ministry of Railways as a whole carried out the plan for factory repairs on locomotives, but the Orenburg, Poltava and Tashkent plants failed to overhaul 40 diesel locomotive sections. The Krasnoyarsk plant failed to repair electric locomotives [on time].

Industrial enterprises of the systems overfulfilled the output marketing plan by 3.5 million rubles. However, the output shortfall was 1.2 million rubles on seven systems, including 624,000 on the Kemerovo and 211,000 on the Volga.

Positive operating results helped improve the most important economic and financial indicators. The labor productivity of railroad workers employed in hauling increased by 3.8 percent in comparison with the corresponding 1982 period, and the assignment was exceeded by 1.7 percent. Higher levels are being achieved on the Gorkiy, Lvov, October, Azerbaijan and Sverdlovsk.

Proper relationships between labor productivity growth rates and wage growth rates are being observed in the network as a whole and on all systems except for the Western Kazakhstan.

The equator of the 11th Five-Year Plan has been crossed. The dynamic development of the economy insistently demands comprehensive growth in shipment rates. It is very important that work results for the first half of the year be analyzed in depth, comprehensively and critically at all levels and that ways of eliminating shortcomings and using intrasystem reserves in the best way possible be outlined.

By displaying creative initiative, perfecting production organization and technology, introducing leading experience and developing socialist competition in every way possible, as is required by the resolutions of the 26th Party Congress and the November (1982) and June (1983) CPSU Central Committee Planums, railroad workers are fully resolved to reach new and higher frontiers, to cope successfully with the assignments of the annual plan and the five-year plan as a whole.

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CSO: 1829/264

RAIL SYSTEMS

JOURNAL CRITICIZES RAIL WORKERS' DRUNKENNESS, NEGLIGENT MAINTENANCE

Moscow ELEKTRICHESKAYA I TEPLOVOZNAYA TYAGA in Russian No 6, Jun 83 inside back cover

[Initial edition of the journal's new satirical page "Hey, I'll Take You for a Ride"; drawings by K. D. Kuznetsov]

[Text] Recently there have been increasingly frequent instances of engineers and their assistants being drunk on the job or consuming alcohol while driving a train. As a consequence of this, we are seeing a great quantity of damage, accidents and failures to heed stop signals. Conditions are worst on the October, Odessa, Sverdlovsk, Northern, Tselin, Kuybyshev and Southwestern Railroads.

Everywhere--together, everywhere--
side-by-side,
The two together get a hangover...
Again the train crew is tipsy,
The train strains uphill.
The speed falls off. The railcars
stop--
And the train rolls backward.
Suddenly there's a bang--and tons of
freight
Groan, twist and burn...

Всюду — вместе, всюду — рядом,
Похмеляются вдвоем...
Вновь «навеселе» бригада,
Поезд рвется на подъем.
Гаснет скорость. Стоп вагоны —
И пошел состав назад.
Вдруг удар! — и грузов тонны
Стонут, корчатся, горят...



In the depots of Yershov, Palasovka, Dzhambul, Chu, Arys', Saksaul'skaya, Mangyshlak, Kanash, Agryz, Shilka, Mogocha, Khabarovsk II and others along the lines and at technical servicing points, they are systematically adding unsuitable water to the cooling system of diesel locomotives. According to the data of railroad chemical-technical laboratories, as a result of this they reject from 20 to 45 percent of the coolant water from the locomotives.

For the diesel to be in repair
And ready for any trip,
The diesel must be filled
With distilled water.
But the "skilled experts",
without a sigh,
Take the water from the swamp...
The frogs die of laughter,
The diesels are turned in
for scrap.

Чтобы дизель был исправным
И готовым в рейс любой,
Должен дизель быть заправлен
Конденсатной водой.
А «умельцы», и не охнув,
Воду из болот берут...
Со смеху лягушкидохнут,
Дизели в утиль идут.



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CSO: 1829/313

RAIL SYSTEMS

UNSAFE PROCEDURES, POOR MAINTENANCE SCORED BY JOURNAL

Moscow ELEKTRICHESKAYA I TEPLOVOZNAYA TYAGA in Russian No 7, Jul 83 inside back cover

[Unattributed edition of the journal's satirical page "Hey, I'll Take You for a Ride"]

[Text] Some depot instructors are giving locomotive crews exams during training and testing runs. Thus, on the Donetsk Railroad it was only after the intervention of the ELEKTRICHESKAYA I TEPLOVOZNAYA TYAGA editorial board and the Ministry of Railways that an order forbidding this terrible practice was issued.

Everything's in order: the rotor,
the stator,
The electric locomotive rushes ahead.
In it sits the examiner,
Awaiting the answer to the question.
The engineer is thinking about his
answer,
How can he worry about signals?...
But around the next bend
A red signal cuts the darkness.

Все в порядке: ротор, статор,
Мчит вперед электровоз.
В нем сидит экзаменатор,
Ждет ответа на вопрос.
Машинист решает что-то,
До сигналов ли ему?...
А за ближним поворотом
Рассекает красный тьму!



Due to nonfulfillment of the established amount of technical servicing and current repair, there are gross breaches of the planned preventive maintenance system in a number of depots. This has been determined by a Ministry of Railways commission, for example, at the Chu Depot of the Alma-Ata Railroad. There the diesel locomotives get technical servicing and current repair only after they break down. Even worse, although the completed technical servicing levels 2 and 3, and current repair level 1 are attested on the work orders, much of the work is not entirely finished. As a result, last year the traction motors alone were replaced so often that the total would have sufficed to fulfill the normal amount of work for six or seven large depots for a year.



The team is famous in the depot,
 Their work orders earn "wows."
 All work as they ought to:
 Each man does the work of two.
 But in fact the "wow" team
 Doesn't even meet the norms.
 They fill out the papers, even add on
 some false claims...
 And the repair work?--
 It'll get by.

Славится в депо бригада,
 По нарядам просто — ух!
 Все работают как надо:
 Каждый парень стоит двух.
 А на деле «ух-бригада»
 Даже нормы не дает.
 Там допишет, тут припишет...
 А ремонт? —
 И так сойдет.

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RAIL SYSTEMS

SOUTHERN RAILROAD OFFICIAL NOTES CAUSES OF RAIL CAR DEMURRAGE

Kiev PRAVDA UKRAINY in Russian 1 Mar 83 p 2

[Article by A. Puchko, first deputy chief of the Southern Railroad: "Demurrage. What Gives Rise to It?"]

[Text] More than a thousand spur-tracks of enterprises, construction organizations, and kolkhozes and sovkhoses in eight oblasts of the Ukraine and the RSFSR connect to the stations of the Southern Railroad. The length of the department's branch lines is about 2,500 kilometers. Almost 80 percent of the loading and unloading operations is performed on them. It has come to be that both the turnover of freight cars and the speed of transporting goods depend to a considerable degree on how long the rolling stock stands idle on the spurs.

It has been established by specialists that a freight car moves only 120 days a year, and stands the remaining time. There are several reasons here, and one of the main ones is the poor technical condition of the spur-tracks. You see, whereas there is only one manager -- the Ministry of Railways -- for the main trunk lines, dozens of ministries and departments give orders to the small branch lines. And not all treat them wisely.

What this practice leads to is evident from a report of the Kharkov "Promt-ransproyekt" Design Institute. There, they calculate that the enterprises of Kharkov and the oblast have invested on the average only 2.5 percent of the overall capital investments, which have been appropriated for reconstruction, in the development of railroad transport during recent years-- at a time when this indicator is fourfold higher for the country.

These are typical examples. The development of the Industrialnaya Station, which was constructed during the Thirties, was also provided for simultaneously in the plan for reconstructing the Kharkov Tractor Plant. Out of the 1.8 million rubles which were allotted for its renovation, the "Yuzhtransstroy" Trust assimilated only 160,000. However, this state of

example, 43,000 freight cars were lost in 1982 because of the failure to fulfill demurrage norms. This number is sufficient to solve all the railroad problems in the oblast.

It is necessary, however, to develop not only the stations. As a rule, the majority of transport shops and enterprises have low-powered and diverse locomotives, cranes and other gear at their disposal; they do not have the necessary repair base. The performance of repair work by numerous small organizations does not create conditions for mechanizing labor-intensive processes. In a number of cases, traffic safety is not being insured.

In order to modernize the industrial railroad transport of the enterprises and organizations which are serviced by the Khar'kov and Kupyansk departments, it was necessary in 1982 to carry out approximately 400 large organizational and technical measures. No more than half of them were fulfilled.

The question may arise: What about penalties? A penalty -- according to its effect today -- is a measure which has lost its disciplinary meaning to a considerable degree. The appropriate ministries and departments allot means for paying penalties for too much demurrage of freight cars in a centralized manner. If these sums were included in the production costs of the enterprises which are using the services of railroad transport, it would seem that the situation would change in principle.

It is no secret that the majority of our related industries think not about decreasing demurrage but only about tons of products dispatched. All forms of both moral and material incentives depend directly on this. This once again testifies that it is necessary to reexamine the role of some economic indicators. The decree "On Improving the Planning and Organization for Transporting National Economic Freight and Passengers and on Increasing the Influence of the Economic Mechanism on Raising the Work Efficiency of Transport Enterprises and Organizations", which was recently adopted by the CPSU Central Committee and the USSR Council of Ministers, is aimed directly at this.

It is very important under present conditions to develop the experience of the Moscow workers who have suggested that the good working order of each freight car and container, which is sent from a transportation center, be assured. Moscow's enterprises have pledged their efforts to achieve the security of the rolling stock and to repair it when necessary. The dissemination of this experience in the enterprises will be a concrete contribution to improving the work of the country's railroad transport.

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CSO: 1829/247

RAIL SYSTEMS

OFFICIAL URGES SOLUTIONS OF SEVERAL LABOR PROBLEMS

Moscow GUDOK in Russian 29 Jan 83 p 3

[Article by V. Atenin, locomotive depot chief, Barabinsk: "The Cost of Personnel Arithmetic"]

[Text] The demographers have given a forecast: During the Eighties, 1.4-fold more people will become pensioned than during the Seventies. This is happening in our depot. And the influx of youth has decreased. Also in exact accordance with the forecast of the demographers. In general, a shortage of personnel is being felt.

As is known, an engineer has the right to depart on deserved rest at 55 years of age. An individual of this age still has much strength; however, the driving of trains is a special work. Until recently, the question was posed as follows: A veteran wants to remain on the right side -- let him work completely equally with the young people, perhaps to the detriment of his health. This problem has now been solved -- a veteran can work short hours and enjoy additional leave. Everyone it seems is the winner.

However, some of the veterans are not able to remain on the right side because of their health condition. As a rule, these leave the depot entirely: It is difficult to master a new trade at their age. If only earlier -- some two-three years -- someone had consulted with the future retiree as to where he could use his strength in the future! However, somehow it is not customary for us to engage in such training. It's useless. You see, it is even difficult for some during their last preretirement years to perform their former duties -- for example, a contact system fitter, a train assembler and a railway inspector. Their timely training for other work activity would help to keep these people in the collective not only until the retirement age but also later.

There is another aspect to the personnel problem -- the stability of the amount of work of the workers. The work force of locomotive depots is calculated based on transportation volumes. But, you see, this indicator is changeable. For example, with the electrification of the Central Siberian

affairs disturbs the customer -- the Kharkov Tractor Plant -- little, although there are no justifications for its complacency. The demurrage of freight cars has increased to 21 hours. At the same time, attention is often not paid to the many reserves for using the freight car pool more rationally. For example, it is possible to load not four tractors but five, on two coupled flat-cars. This simple operation alone would permit 4,600 freight cars to be freed.

There is almost the same situation at the neighboring station -- Stroitel'naya. This station is the property of Housing Construction Combine No 1 of the Ukrainian SSR Ministry of Industrial Construction. During recent years, the enterprise has increased the volume of railroad shipping twofold; however, the station has not been expanded; it "works" to the limit.

The situation, which has taken shape in Kachanovka, is also disturbing. It was designed to service a complete group of Kharkov enterprises. The planners proposed "connecting" Kachanovka to the Osnova station in order not to cut one of the central arteries of the city -- Moskovskiy Prospekt. This is especially important for the tractor engine plant. However, the enterprise and the "Giprotraktorosel'khozmash" Institute were in no way able to approve the technical design.

Demurrage of rolling stock at the Kupyansk Foundry -- one of the subsidiaries of the Kharkov Tractor Plant -- exceeded the norms by 3.3 hours. Losses of loading resources here were 2,000 freight cars. The reason is the same-- the reconstruction of the small line station of Kurilovka is being delayed. The Balakleya Cement and Slate Combine, one of the largest in Europe, can in no way find time to construct a branch line to the Shebelinka Station. As a result, there are hundreds of freight cars which are not being loaded because of too much demurrage. The development of the Kuryazh Station, which serves TETs- 5 [Heat and Electric Power Station-5] has still not been completed. This has resulted in inevitable interruptions in the supply of the heat and thermal power station with fuel. The directors of the "Svet Shakhtera" Plant are delaying the solution of the very simple task of straightening their branch line and have reconciled themselves to awkward maneuvering over much of the railroad lines.

The Pervomayskiy Chemical Plant is building up its capabilities from year to year, but the technical documentation has still not even been approved for developing the Lakhachevo Station. It is not surprising that the transport shop of this enterprise is perhaps the most backward not only in the oblast but also on the entire Southern Railroad. Losses of loading resources in the chemical plant exceed 8,000 freight cars a year!

It would be possible to cite quite a few more similar cases. The situation is such that railroad workers must account for each flat-car. You see, an enterprise may literally lack two-three freight cars to fulfill its sales plan. And at the same time, hundreds and thousands of transport units are being lost every month due to the unsatisfactory operation of the adjoining stations and as a result of their technical backwardness. For

our road dispatchers have been given the opportunity of selecting where more trains should be sent -- on the main line or on the Central Siberian. This has increased the carrying capacity of the mainline in general. However, ... it has complicated our task: Sometimes, we have a critical shortage of locomotive brigades; and, on the other hand, sometimes there is a surplus--start a dismissal at once.

True, the matter will not come to this. You see, years are needed to train an engineer. Yes, and the helper becomes truly reliable only after two-three years of work. That is why they always keep locomotive brigade workers in a depot no matter how the situation has changed.

However, obsolete conditions often interfere with regulating manpower. If for example, someone is assigned to the right side and this is formulated in an order, then it is only possible to use him as an engineer. But why should an individual, who is driving a train for his first year, not be considered a candidate engineer and not be used on the right side or the left -- depending on the situation. It is the same thing with a first-year assistant: If necessary -- he is on the train; another need arises -- he is a metal worker.

It seems that in depots which service only passenger traffic something similar is already being used; however, the matter has gone no further. Perhaps it would be worthwhile to expand the experiment?

Work with youth, which has been placed on a scientific basis, will contribute to solving the personnel problem. In general, we are using many traditional forms to indoctrinate youth: competition among young workers, tutoring, meetings with distinguished people in the depot's museum, and ceremonial send-offs to the army. And so forth, and so forth. In general, everything is being done in the plants and factories. Moreover, we do not tire of repeating over and over again the specific nature of our transportation work. But we know nothing about the specifics of working with young railroad workers. Of course, I am not a psychologist or a sociologist -- I am an engineer. However, others are commanders -- also engineers, and nothing more.

True, there was a sociological research group in 1981 in the Novosibirskiy Institute for Railroad Transport Engineers, which was called upon to work with our collective. We responded happily. We concluded a contract for work on two subjects, one of which was called: "The Adaptation of Young Workers in the Collective".

However, the sociologists had hardly completed the preliminary study when suddenly everything stopped. It turned out that they had closed the laboratory in the Novosibirskiy Institute for Railroad Transport Engineers as ... not viable. The specialists were transferred to other work. Fortunately for us, one of them, who was transferred to the Novosibirskiy Electro-Technical Institute, was such an enthusiast that he did not forget about us. We set up communications with this institute and they included our subject in their plan; the research is continuing.

Thus, this good work for us did not die away. However, something else is amazing: For centuries transportation science has only just touched upon the untapped layers of personnel problems, and suddenly -- it is "a nonviable matter"! Meanwhile as far as is known to us, enormous attention is being paid to the sociological service in many industrial enterprises. What are we saving on? In personnel matters and in their solution, it has long been time to move on to qualitatively new methods -- as is said, to higher mathematics; but we all are practicing arithmetic: we count the amount of shirking, the number of punishments and incentives. Who is able to draw conclusions for us? ...

From time to time, letters about workers' conflicts with their commanders are published in GUDOK. Each individual case has its own reasons. However, there is -- must be! -- something general also. These same chiefs, where do they start? Most frequently of all, from the workers. Why do dissensions arise? I do not want to justify the leaders in such conflict situations; however, it is possible to understand some. They are basically engineers, specialists in their work -- and only secondarily leaders.

We have begun to use the following term frequently -- "moral climate". We use it precisely, but we do not know what to do with this "climate"; we are not able to foresee from where "the wind will suddenly blow", why it has become "hot" or why "a chill" is occurring. We notice all this when the mutual relations in a shop, brigade and column are strained and when the "loss" of personnel begins.

There is still one more question. Recently, when analyzing the list of disabled, we paid attention to the following fact. It turned out that there is a firm dependence between the level of mechanization in a shop and the number of medical certificates of unfitness for work. The higher the level, the more people are ill. Possibly, this example is not typical. But that is the way things are with us. However, we naturally are not drawing a hasty conclusion: Back to manual labor. The Barabinsk depot on the Western Siberian is exactly well known for its high level of mechanization and high standards of production. Work in this direction is continuing.

However, what can nevertheless be done with the sick-rate in shops with a high level of mechanization? Who will tell us?

As soon as complicated questions arise, it is necessary to solve them. We need advisors -- even if it is only one consultant in the road department. Or perhaps in the services under the road administration.

It is in no way possible to think that sociological research groups are not viable in our vuzes. We are spending more time on blind searches. And time is also a material category; it can be expressed well in rubles.

We investigate any complicated situation sooner or later. Unfortunately, it is most often -- later. The costs of personnel arithmetic are, as a rule, detected based on the final result.

RAIL SYSTEMS

SLOW IMPLEMENTATION OF FROZEN CAR LOAD SOLUTION

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 12 Mar 83 p.2

[Article by R. Lynev, SOTSIALISTICHESKAYA INDUSTRIYA scientific reviewer:
"Until the Freezing Weather Breaks"]

[Text] Violators of delivery discipline often cite a shortage of freight cars for dispatching their products. Are there really too few freight cars? Or is their shortage caused by other reasons? Thus, for example, 14,800 freight cars stood idle for more than the prescribed period while unloading during one day in February according to Ministry of Railways information. The cause of a considerable part of the demurrage -- freight frozen into a monolith.

Having selected three stations in different regions of the country, we asked our correspondents V. Noskov, V. Burenkov and A. Piralov to acquaint themselves with matters on the spot. Here is what they reported:

Dzerzhinsk (Gor'kovskaya Railroad).

G. Saksin, the manager of the local construction trust, reported: "Rolling stock with crushed stone arrived at our place. Dispatched with excessive moisture, it froze together along the way and was transformed into a solid monolith. We do not have in the trust any special equipment for loosening the cargo. Therefore, it was necessary to literally extract the crushed stone from the freight cars using crow-bars and sledge-hammers. Using such antiquated methods, a great deal of time was required to unload and this led to an above-the-norm demurrage of 29 freight cars. Such cases, unfortunately are no rarity. The sender does not take steps to prevent the freight freezing together although there are quite a few ways to do this. We are suffering large losses because of their irresponsibility"

Turkestan Station (Alma-Atinskaya Railroad).

E. Kuz'min, chief of the transport bureau in the Achisay Polymetal Combine, answered the question about demurrage: "Every day, 100-117 freight cars of ore come to us from the Zhayrem Mining and Enrichment Combine."

Usually, we cope with the frozen freight with the help of contrivances which the combine's innovators have created. However, the freezing weather hit more heavily -- and we managed to unload only 69 freight cars out of the 112 which arrived during the very first days. It is evident that home-made equipment is no guarantee against demurrage. Specialized powerful devices for loosening the frozen freight, which have been created on a scientific basis and which have been manufactured by industry, are required."

Koshta Station (Northern Railroad).

Of the 65 freight cars with raw material which arrived at local enterprises, 60 cars stood idle for above-the-norm periods due to the cargo being frozen together. The situation was more satisfactory at the neighbors -- the Cherepovets metalworkers. M. Burov, deputy chief of the coal preparation shop for coke production, reported: We have 'warming rooms' to defrost the cargo and mechanical systems for loosening it, both home-made and that acquired in the Ministry of Power Machine Building system. Despite this, however, the freezing together of the freight causes us quite a bit of trouble. The fact of the matter is that the suppliers of the coal, -- the Vorkutinskiy basin mines -- often dispatch it with excessive moisture and do not take steps against freezing despite the shipping rules and special contract requirements. Let the freezing weather become worse -- and our spur lines are choked with freight cars".

Such are the individual "stills" received during the course of this small raid. If you join them together, an alarming picture is obtained. Judge for yourself. Approximately 1.5 billion tons of dry cargo is transported on the country's railroads during the cold time of year. Almost half of them -- coal, ferrous and non-ferrous metal ores, construction and molding sand, gravel, crushed stone, clay, and fertilizers -- are subject to freezing together. If frost touches them along the way, then it is necessary to "mine" again a significant part of that which is received. This "mining" is only 20-25 percent mechanized.

From this comes the dimensions of the losses. According to data from the Institute for Mining Matters imeni A. A. Skochinskiy, the number of people, who are involved in the manual unloading of frozen freight, reaches 600,000 a season. As the scientists have calculated, the overall total of expenditures "for frost" reaches 300 - 500 million rubles during the winter.

In a word, it is a problem of state scope. It is no accident that it was reflected in one of the 170 composite scientific and technical programs which were approved for the five-year plan by the USSR State Committee for Science and Technology jointly with the USSR Academy of Sciences and the union Gosplan.

According to the program, the goal of the work is as follows: to create and test special unloading complexes by combining all the best that is known to science and that the scholars of the leading institute on this problem -- the PromtransNIIproyekt -- have achieved and to present them to an inter-departmental commission in 1985 in order to solve the question of their serial production for all branches.

In accordance with the program, one of these complexes should be erected at Grivno Station on the Moscow railroad; another -- at the Berezovskaya Central Enrichment Factory in the Kuzbass. How are things going at these two very important five-year plan installations? If you judge according to the program, the work is in full swing these days. But what is the actual situation? To put it briefly -- in no way.

The PromtransNIIproyekt and VNIIsroydormash Institutes should have developed an infrared warming device and mechanical systems for loosening the frozen cargo and also issued a construction plan for the installation at Grivno Station.

A. Utyushenkov, the chief of the VNIIsroydormash department for loading and unloading machines, thinks: "We have already fulfilled our task."

He has in mind the fact that all the technical equipment for the complex has been designed and even manufactured by VNIIsroydormash forces -- and that it was delivered satisfactorily to the site, to Grivno Station. Here, it should have been assembled and prepared for testing. Instead of this, it is growing old very quietly-- or serves as a source of spare parts for other equipment not included in the complex. The fact is that the construction of the complex has still not even begun. Why?

Two executives responsible for the installation were named in the program. The first is the Klimovskiy Machine Building Plant. One of the main freight receivers at Grivno Station, which is subordinate to the Ministry of Machine Building for Light and Food Industry and Household Appliances. The second, is the supplier of the freight: the Klimovskoye railroad transport industrial enterprise in the Ministry of Railways system. According to the program's assignment, the railroad workers should construct the installation, and the plant finance the construction project. However, it is still not decided when it will begin and who will construct it. For the builders, this installation is too small, "unprofitable". The executives also are turning over in their minds: will they hire people who have left work? A question related to the compilation stage of the program arises -- about the interest and responsibility of the executives?

Why did the program compilers select the Klimovskiy Plant? Do the machine builders really receive as much frozen freight as the metallurgists and power specialists? Not at all. Their requirement for molding sand is 8,000-10,000 tons a year. Ye. Parkhomovskiy, the deputy director of the plant for transportation, says it is being decreased in connection with a shift to new and advanced casting methods. That is, they at times run into frozen cargo here -- but less. They had not asked for help in solving the problem. On the contrary. As V. Vinogradov, the engineer in the State Committee for Science and Technology transportation department who is managing the program, said to me, it was almost necessary to beg the Klimovskiy machine builders during the compilation stage of the program to participate in it.

The other partner -- the Klimovskoye railroad transport industrial enterprise -- is no longer interested in the installation (which Ye. Chuvayev, the manager of the production department, does not conceal) since it will belong to the freight consignee -- the plant.

Matters are no better in the Kuzbass where it was planned to build the second unloading complex for restoring the looseness of the frozen coal. Here, it was planned to test a fundamentally new system -- an electro-physical induction device -- EFIU. Its designers were the employees of the USSR Academy of Sciences Mining Institute imeni A. A. Skochinskiy and the Moscow Power Institute. The heart of the device is: Having received power from a high power transformer, the operating elements -- the inductors -- create an "electrical wind". It acts from the outside on the side of the freight car simultaneously with a swift rise in temperature -- up to 90 degrees in a minute -- and vibrations. In two minutes, it's as if there were no freezing. Barometric loosening devices, which have been developed by the employees of "Sibgiprogormash", will be tested in the complex with this installation.

According to the program, six inductors should be manufactured this year. Only, they are not hurrying with this in the testing plant of the Mining Institute imeni A. A. Skochinsky. One of the references is that construction in the Kuzbass has not even begun. It has not begun since the Ministry of Coal Industry, despite the official assertions of Deputy Minister V. Belyy, is not hurrying with the financing of the construction project. The branch, they say, has its own interests.

M. Nedin, the chief technologist of the USSR Ministry of Coal Industry's industrial transportation administration, has shared the thought which has ripened in the ministry: Transfer the construction project from the Kuzbass, where the project has already-- we note -- been tied up, to Bashkiriya, where the coal is moister and, perhaps, freezes faster than the Kuznetskiye. Whether they transfer the construction project or not, there is still the question. It is already clear now that the program's goal is threatened with disruption. The planned shift of construction is nothing more than a justification which is being stored up.

Speaking briefly, everything looks as if it is necessary to immediately improve the mechanism of complex programs and to introduce some new levers in rapid order. Only, what ones? And is it necessary? You see, the tasks of the programs are included in the state plan! What else is there?

Evidently the whole matter is that they are responsible for the disruption of the production plan and for the poor incorporation of new equipment -- the biggest thing is that they will be reprimanded. Is it not time to cease "scolding" and to hold them strictly accountable?

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CSO: 1829/247

RAIL SYSTEMS

TBILISI LOCOMOTIVE PLANT RECONSTRUCTION LAGS BADLY

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 5 March 1983 page 2 carries Sh. Amashukeli's 1,100-word article on the still lagging reconstruction of Tbilisi's Lenin Electric Locomotive Plant, which started in 1978 and was originally supposed to be completed in 1980. When it was found that the plan had serious mistakes in it, the date was moved up to 1981, but progress has still been slow. The author lists a number of shops, buildings, installations, and systems that are far from being completed, and cites figures on fixed capital assimilation. There are some objective factors, such as slow deliveries of equipment and materials, but the fault lies mainly with poorly performing subcontractors. The vital importance of the reconstruction is clear from the fact that the plant manufactures 43 percent of the country's electric locomotives, which the railroads so desperately need (the Novochoerkassk plant produces the other 57 percent). Moreover, the Tbilisi plant's share might get reduced if the reconstruction isn't completed more quickly, and the financing that has been allocated could be withdrawn, thus seriously damaging the plant's social and worker amenity plans and also hurting the image of the republic's builders. The term "reconstruction," in fact, is not quite accurate: it's more like a whole new full-cycle plant, in which components and parts now brought in from Novochoerkassk will be manufactured right in the plant.

GEORGIAN RAILROAD FUNCTIONARY CONVICTED OF EXTORTION

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 11 March 1983 page 4 carries S. Kurashvili's 500-word account of the arrest and conviction of Murtaz Tsertsvadze, who soon after being appointed stationmaster at Tskaltubo demanded that nine ticket cashiers in the station each give him a kickback of 100 rubles per month. He made his demands through an intermediary, one of the cashiers. They made a counter-offer of 50 rubles per month, and the haggling went on for 3 months. Finally, someone turned him in. The Supreme Court held the trial in Tskaltubo, found him guilty, and sentenced him to 10 years of incarceration in a strengthened regime corrective labor colony, with confiscation of personal property. Following his release he will not be allowed to work in any job connected with the railroad for a period of 3 years.

RAILROAD BRIDGE BEING BUILT IN TBILISI

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 17 May 1983 page 4 carries a 500-word piece by G. Vashakidze describing the construction of a new railroad bridge over the Kura in Tbilisi to provide double tracks on the Agara-Kareli stretch and thus permit two-way traffic all the way from Tbilisi to Zestafoni over quite difficult terrain. For the first time in the experience of the Transcaucasian Railroad, large-diameter piles are being sunk in the Kura riverbed, the holes for which are bored with special machines. The bridge was started last year and is to be completed this year.

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CSO: 1813/825

MARITIME AND RIVER FLEETS

NAVIGATION, SHIPPING PROBLEMS ON KARAKUM CANAL, AMU DAR'YA

[Editorial Report] Ashkhabad SOVET TURKMENISTANY in Turkmen 27 March 1983 page 2 carries a 1,300-word interview with K. A. Yesin, chief of the Central Asian Steamship Company in which problems of transporting freight on the Amu River and the Karakum Canal were discussed. With regard to the Amu River, he says: "Navigating on the Amu Dar'ya is not easy. It has its own independent habits. The river changes its course constantly and corrections have to be made on the most exact charts. Waves on the river surface help us. Yet, only skilled captains can navigate without mistake according to the waves. It certainly requires great skill." On the Karakum Canal: "We carried freight on the canal in the spring of the second year of the 11th Five-Year Plan. Now, barges transport freight from Zakhmet to Bashsaka. Here the Zeyid reservoir, the largest in Central Asia, is being built. We are adding our support to expedite its construction." It is added that "recently freight transport has been delayed. There is a canal sluice at Cheskak. Barges and ships are hardly able to get through it. Reconstruction of the sluice should have been finished last year. But the Glavkarakumstroy Administration has slowed down construction. We are compelled to take a lot of time on this part of the canal, and the cost of passing through the sluice are not cheap. This situation must be put in order shortly. Speaking frankly, it is possible to transport freight as far as Ashkhabad. But the organizations which are to contribute to this must do some work. For example, some bridges have to be rebuilt, and the electrical power lines across the canal have to be raised."

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CSO: 1835/8

PORTS AND TRANSSHIPMENT CENTERS

PORT PERFORMANCE WRAP-UP FOR MAY 1983

Moscow VODNIY TRANSPORT in Russian 14 Jan 83 p 1

[Article: "At the Intermediate Finish" under the heading: "In the Transshipment Centers, the Monthly Review"]

[Text] The middle of the year is approaching, a time for preliminary evaluations and predictions. The results for the half-year must be made right in June; therefore, the intermediate finish should be negotiated with minimum losses. It is important now to evaluate the conditions in which it will be necessary to work.

For the first five months of the year in the transshipment centers the joint operations of the seamen and railroad men proceeded more harmoniously even though the conditions for the dispatch of imports were significantly more complicated than in the previous year. The reason for this is that this year the leftovers from large-tonnage cargoes were lower; therefore more flexibility and promptness was required in the disposition of the fleet among the basins and ports and in the delivery of empty cars on railroads near ports and transshipment centers. The river fleet took a more active part in expediting operations providing more motorships for this because the number of medium-tonnage ships which were delivering grain had been increased. The volume, however, of cargoes transported on the river was diminished because of the reduction in May of arrivals of grain imports. Motor vehicle transport could be shown to be of significantly more assistance to interfacing transport systems in the hauling out of small consignments, perishable cargo, and containers, but, as usual, questions remain undecided about delivery by this kind of conveyance when it has not been ordered.

On the whole, the volume of transshipped cargoes at transshipment centers, in comparison with the previous year, increased by 9 million tons. The plan was fulfilled by 104.8 percent, and 4,174,000 tons above the assignment were transferred. Exports shipped were 2,150,000 tons more, and imports received from ships were 2,435,000 tons less than last year. The transshipment centers of the Novorossiysk Shipping Company and the Northern Caucasus Railroad and the Central Asiatic transshipment center did not fulfill the planned total for the five months. According to the total for two months of the second quarter, the Georgian, Sakhalin, and Central Asiatic transshipment centers are lagging.

For the first five months of 1983, with a plan for unloading 31,423,200 tons of imports, 32,155,100 tons were dispatched by the transshipment centers. With a plan for 4,524 rail cars daily on the average, the railroads delivered 4,130, and the ports loaded 4,101. Twenty nine cars per day were not assimilated (for the first five months of 1982, the ports did not assimilate 157 cars per day).

In the five months, 1,799,600 tons of various pipes arrived in the ports. With a plan for 1,920,000 tons, 1,857,100 tons were shipped out. With a plan for 517 rail cars for carrying pipe on the average per day, 421 were delivered, and the ports loaded 420. The nonfulfillment was caused primarily by the deficiency in the delivery of rail cars for pipe. Frequently, in accordance with regulatory instructions, empty gondola cars go out of ports.

In the current year, the transshipment centers are working industriously on the transshipment of metals. In all, 1,599,600 tons of metals were delivered. With a plan for 1,165,000 tons, 1,560,200 tons were shipped out of the ports. With a plan for 132 rail cars per day on the average for metals, 163 were delivered and 162 were loaded.

On the whole, the transshipment centers coped successfully with the loading and unloading of rail cars. The adjusted indexes confirm this. An above-normal accumulation of rail cars on roads at maritime transshipment centers took place basically because of the irregularity in the arrival of cargoes and delays in the departure of rail ferries. It must be said that the Vanino transshipment center which is closely connected with the Magadan center, until recently was an insurmountable obstacle on the Vanino-Magadan transportation artery. Recently the Ministry of the Maritime Fleet, the MPS [Ministry of Railways], and Mintransstroy [Ministry of Transport Construction] took supplementary measures which solved a whole complex of problems. The situation in Vanino was normalized to a significant degree, but the Magadan center requires a deep reorganization of work with clientele.

The qualitative indicators of the processing of the fleet for the first five months also improved. The gross rate of processing and servicing reached 1,378 tons per ship-day which amounts to 144.9 percent of the figure for the corresponding period of the previous year. Nonproductive fleet idleness was diminished by almost half and the rate of loading and unloading was increased and amounted to 3,689 tons per ship-day.

The plan for the delivery of rail cars with exports was not fulfilled by 8,000 units which is equivalent to 400,000 tons. There is a similar situation in cargoes being transshipped where the corresponding indicator is 10,000 units and about 500,000 tons of cargoes. It is necessary for seamen and railroad men to strengthen their influence over the MVT [Ministry of Foreign Trade, USSR Gosstnab, and industry to present to the carriers fully and promptly the announced volumes of freight in order to achieve an improvement in the shipment of exports and transshipped cargoes by the end of the year.

The plan for the shipment of imports, in tons, was fulfilled by 110.3 percent. In so doing, the leftovers of imports and transiting cargoes at the centers for the month was reduced from 2,303,900 tons to 1,573,200 tons.

In connection with the scarcity of refrigerated rolling stock, the railroads ought to provide for the concentrated delivery of it when perishable cargoes arrive in ports. The specialized fleet is costly and, in its idleness, the state sustains significant losses. For example, at the beginning of June in the ports of Leningrad, Riga, Tallinn, Ventspils, Klaipeda, and Kaliningrad there were 15 ships of which 10 stayed in the roadsteads of the ports for 15-20 days awaiting processing. On these ships were 18,900 tons of citrus fruits, 15,700 tons of meat, and almost 1,000 tons of butter and fats. It should not be necessary to say anything about the need to accelerate the delivery of foodstuffs to consumers.

Until recently the outflow of pipe exceeded arrivals. The supply of rolling stock at the transshipment centers was sufficient so that over the month the accumulations of this cargo were reduced by half. The maritime transshipment centers should be freed from regulated assignments. Along certain routes, the outflow can be strengthened by incidental loading. At least the deficiencies in this work of the railroad men should not be concealed behind a screen of the discipline of regulated assignments while the state plan for hauling out imports is not being fulfilled.

A problem confronts the transshipment centers of the Ministry of the Maritime Fleet, the Ministry of Railways, and the Ministry of Foreign Trade: namely, to provide in June for the dispatch of accumulated cargoes. In the ports today they amount to about four percent of what was shipped in May, so the task is entirely feasible.

In connection with the reduction in the volume of transshipments of grains and sugar, it is necessary to make timely changes in the specialization of the brigades, and to provide for a more effective use of the transshipment complexes being made available and plans of measures for preventive maintenance, repair, and conservation of the equipment.

Basic attention should be given to offering work force assistance to the northern ports. The outlined plan for transferring brigades from the Baltic, Black Sea, and Azov basins clearly should be carried out. The necessary measures should be taken to efficiently utilize experienced longshoremen and operating engineers so as to create the necessary work front with them. All the agreements for this are available and should strengthen their active organizational work.

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PORTS AND TRANSSHIPMENT CENTERS

PORT PERFORMANCE WRAP-UP FOR JUNE 1983

Moscow VODNYI TRANSPORT in Russian 12 Jul 83 p 1

[Article: "Crossing the Equator of the Year" under the heading: "In the Transshipment Centers, the Monthly Review"]

[Text] In concluding the first half of the year, the personnel of the transshipment centers set high speeds for the transshipment of cargoes. On the whole, the plan for loading and unloading operations in June has been fulfilled by them. With the delay of ships and the insufficient delivery of rail cars, however, the plan for the transshipment of imports was not fulfilled by 15 percent. The plans for the shipment of exports and coastal cargoes was over fulfilled.

The transshipment centers of Kandalaksha, Vyborg, Berdyansk, Taganrog, Belgorod-Dnestrovskiy, Makhachkala, Nakhodka, Vostochnyy, Vanino, Korsakov, and Kholmok worked steadily during the month and substantially over fulfilled the monthly assignment.

The high indexes of the Vyborg port workers and railroad men show that these collectives have great potential and, working harmoniously without bickering, they can substantially improve their operations in the second half of the year.

Among the best are all the large centers of Sakhalin. The weather this year pampers neither the seamen nor the railroad men, but they not only coped with the monthly assignments but completely exceeded the estimates for cargo transshipments.

Despite the moderate results for the Il'ichevsk transshipment center - the plan being fulfilled by only 100.5 percent - it should be noted that the port workers and railroad men adopted a tight regular schedule from the very first days of the month. The Odessa Railroad and the Black Sea Shipping Company actively assisted the center. In June the Il'ichevsk people, by the direct method, successfully unloaded 35,000 tons of sulphur. The chemical raw material went directly from the ship to the enterprises producing fertilizer. By a small amount, the Odessa transshipment center did not reach the monthly plan, but, despite this, successfully completed the second quarter of the half year.

In June a situation took shape for the large transshipment centers such that many of them could not retain their customary advanced position. The Leningraders had a weak arrival of cargoes at the end of the first and the beginning of the last ten days. This, however, did not appear to be the main reason for the failure to fulfill the monthly and quarterly plan. On the whole, the delivery of rail cars for the month was unfulfilled by 3,900 cars. For export cargoes, the port did not receive enough by 1,567 cars. The Baltic Maritime Shipping Company and the Oktyabr'skaya Railroad could have corrected the situation on the spot but this was not done.

An approximately similar situation took place in Novorossiysk. The work of the Northern Caucasus Railroad has deteriorated substantially in recent months in removing imports. In June alone it did not deliver 1,800 rail cars. It did not carry about 35,000 tons of the plan for the month to the transshipment center. Things are not getting on well in Tuapse either. The impression is created that with the collapse of operations in this transshipment center, the Railroad and the Novorossiysk Shipping Company do not have time to look into the matter. Meanwhile, the Tuapse center fulfilled the plan for transshipping cargoes by only 60 percent.

A tense situation has remained in the ports of Poti and Batumi. The plan for transshipping cargoes again was not fulfilled along all routes. The well-recommended coordinating council for the transportation and economic region, recently, has behaved passively. The Transcaucasian Railroad made operations drastically worse. Despite the repeated instructions of the Ministry of Railways to provide 30 cars daily for transit into Poti, the instruction has not been carried out even once.

One transshipment center should be mentioned especially. For three months already there has been an accumulation of rail cars containing cargoes in transit via Baku. More than 100,000 tons of cargoes have piled up in the port. A serious situation for high-grade storage has been created. Nevertheless, transiting cargoes continue to be received here.

The All-Union Association "Soyuztranzit", despite persistent requests from all transportation participants, has not taken the necessary steps. It must be said that some transshipment centers have proved to be undisciplined. Despite the prohibition on sending transiting cargoes into Baku, in June alone, 16 cars went there from Tallinn, 19 from Ventspils, 32 from Murmansk, 47 from Kaliningrad, and 55 from Vyborg.

On the export routes in June about 18,000 cars did not arrive at the transshipment centers as a result of which, the plan for delivery was fulfilled by only 82.6 percent. For shipments of export and transshipped cargoes, the railroads should increase their influence over the enterprises and shippers in connection with the volumes of cargoes set forth in the plan. The same question can be addressed to the associations of the Ministry of Foreign Trade, the GKES [State Committee for Foreign Economic Relations], and the administration of Gosplan USSR.

Plan fulfillment for June in the shipment of imports was 107.3 percent. The quantity of cargoes at transshipment centers was cut down somewhat; specifically, at the end of the month there was about one half of a million tons.

The plan for rail cars was 91 percent fulfilled which is a deficiency of 11,400 cars. As a result, the planned quotas were not fulfilled for all of the kinds of cargoes. Thus, the plan for dispatching metals was fulfilled by 150.9 percent, but for pipe, only by 79.3 percent. It is impossible to identify a satisfactory shipment of equipment including even that for the construction from Urengoy to Uzhgorod. Although the left-overs have increased only by 4,000 tons, the importance of each unit for the multiplicity of construction projects has great significance. The failure to meet the requests of the ports for rail cars by 2,036 cars means that consumers have not received more than 100,000 tons of equipment. The transshipment centers at Leningrad, Riga, Il'ichevsk, Zhdanov, and Nakhodka worked worse than others.

In June serious questions had to be decided in the transshipment centers about the shipment of all kinds of cotton and chemical fibers.

A program was developed by the interested ministries for the delivery of cotton and chemical fibers, but it can be realized only with very clear organization. As experience has shown, it is very complicated to ship cotton in containers. It requires individual fumigation which significantly increases work at the terminals. At the centers at the end of the month there were 2,370 tons of cotton and chemical fibers in Leningrad, 4,362 in Riga, 3,303 in Kaliningrad, and 7,500 in Nikolayev. With ship arrivals, a tendency toward cargo accumulations is beginning to be noticeable. This must not be tolerated. Raw materials for light industry should be delivered to factories and other consumers without delay. In addition to the railroad men, river men and truckers can take part in the removal of cargoes from the ports.

Questions about the transport of foreign trade cargoes were considered in June by the expanded collegium of the Ministry of Railways. The importance of strengthening communications of interfacing transport systems, and of improving mutually coordinated planning was emphasized in providing for the uninterrupted movement of cargoes to destination. The most important task for the transshipment centers is the realization of the arrangements and operational measures outlined by the staff.

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CSO: 1829/268

PORTS AND TRANSSHIPMENT CENTERS

YUGOSLAV LABOR USED IN RENI RIVER PORT CONSTRUCTION

Moscow VODNIY TRANSPORT in Russian 26 Mar 83 p 1

[Article by S. Gryzunov: "The Reni Port Is Expanding"]

[Text] The Yalta Hotel in the Crimea, the Dagomys in the Caucasus, and the Kosmos in Moscow were erected by construction workers from Yugoslavia. There is a new project which Yugoslavs will build in our nation. This is the expansion of the Port of Reni on that stretch of the Danube which flows through Moldavia. In accordance with a contract signed by the Yugoslavian foreign trade firm General-Eksport and the Soyuzvneshstroyimport [Union Foreign Construction Import] Association, the two construction organizations from Yugoslavia--Ivan Milutinovich and Rajko Mitrovich, which began work this spring, should have the projects ready "to turn the key" by the end of 1984.

Dushan Tasich, the manager of the international administration of the Ivan Milutinovich organization reported to me: "This will be an entire complex of river engineering installations. It will consist of two ports capable of receiving ordinary river ships and river-ocean ships. Our builders are also erecting an entire series of other projects--administrative and residential buildings, warehouses, and railroad sidings. There is much work, but together with our partners from Rajko Mitrovich, we are setting about it enthusiastically.

The Belgrade workers, whose emblem fittingly has an anchor with a five pointed star, have extensive experience in work on river and ocean ports in many nations. Their international authority is high. Having begun with the raising of sunken ships soon after the war, the many thousand strong work force of the Ivan Milutinovich is working in India and Kuwait, Libya and Tunisia.

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CSO: 1829/260

PORTS AND TRANSSHIPMENT CENTERS

TRANSSHIPPING 'CONFLICTS' FRUSTRATE OSETROVO RIVER PORT

Moscow VODNYY TRANSPORT in Russian 21 Apr 83 p 2

[Article by G. Simkin: "The Gordian Knot at Osetrovo"]

[Text] At the end of March the Osetrovo Port refused to accept freight cars full of flour and mixed feeds arriving at the station on the Lena. This created an acute conflict situation involving the RSFSR Ministry of Procurements, the Ministry of Railways, and the Ministry of the River Fleet. There was an exchange of telegrams and representatives of enterprises and associations in Minzag [Ministry of Procurements] frequented Ust'-Kut. The essence of the conflict was quite simple: By its decisions of 22 October of last year and 20 January of this year, USSR Gossnab obligated Minzag to transship flour and feed through the Osetrovo Port only in packaged form, in order to reduce outlays of heavy manual labor, and to reduce the idle time of box cars and other enclosed cars.

USSR Gossnab's decision is a mandatory document to all. In addition it clearly and specifically states who and what should be involved in ensuring the full volume of freight haulage in the northern regions of Irkutsk Oblast and the Yakut ASSR. Hundreds of freight cars have moved over the steel main lines of Siberia to the station on the Lena. Railroad workers began to transfer them to port workers at Osetrovo, and then it turned out that there could be no possibility of mechanized unloading.

I was able to be present when some freight cars were opened. It was not possible to open the doors without sacks of flour or mixed feed pouring out on the ground.

During the talks representatives from the Kuybyshev and Togliatti mixed feeds plants, the No 1 Flour Mill in Kuybyshev, and the Sorochinskiy grain receiving combine were forced to admit that during the loading of flour and mixed feeds the railcar door apertures were not protected from the piles of packages. The packages were not tied down in order to prevent their movement and damage. This led to breakage, the violations of technical conditions, and additional outlays of labor and material resources. Judge for yourself. If all rules are observed when freight cars are loaded with packages, then one Toyota forklift operator can unload a car in an hour. Now, this same work requires almost an entire shift, and five people plus a forklift are involved.

This time too, the Osetrovo port workers went halfway to accommodate Minzag enterprises shipping freight. They are again receiving cars in which packages are loaded practically in a heap. They will once more have to repack them, loosing a deal of time, labor and resources, and delay the processing of cars. True, freight dispatchers have assumed additional expenses, but this does not make it easier for anybody. There are never enough longshoremen at Osetrovo, it is necessary to disrupt work flows, strip other sections, and, most importantly, delay the processing of box cars. It is also, of course, bad that through the lack of good will on the part of some shippers, the USSR Gossnab decision is not being implemented. Their violations of both plan and technical discipline are now leading to large over-expenditures of state resources, and delaying the accumulation of freight at the Osetrovo Port.

According to the plan, this navigation season, the port must ship up to 5 million tons of national economic freight to the Yakut ASSR and the northern regions of Irkutsk Oblast. This includes 1,850,000 tons of packages. This is a very large volume. Handling it required accumulating 650,000 tons of freight in the winter and spring months. Today it is difficult to get from the freight areas to the docks. All the warehouses and yards are full of containers, metal, all kinds of structures, machines and equipment, foodstuffs and fodder. The port workers have succeeded in accumulating more than 450,000 tons, considerably more than last year.

G. Khoroshilov, the head of the port, noted: "The preparations for the navigation season are going somewhat better than last year. Already more than 50,000 pallets and 120 slings have been made; more than 130,000 tons of freight have been loaded on them, and more than 20,000 tons has been loaded in containers. The repair of cranes and other equipment is on schedule. I want to especially stress that our cooperation with railroad workers has improved. They are working more precisely and efficiently, and helping port workers deal with the target for freight accumulation. While during last winter and spring only a very small amount of rolling stock arrived here, this year almost double the planned 108 freight cars per day are at the Lena station."

At Ust' Kut I met A. Dolgiy, deputy chief of administration at the East Siberian Railroad.

Aleksey Ivanovich said: "Together with the river workers we are obligated to deliver hundreds of thousands of tons of foodstuffs to their destinations. Very scarce refrigerated sections and ships have been allocated for this. They are being used very badly. Look, last year the Osetrovo Port received 447 refrigerated sections--2,200 railroad cars. Their average idle time was about nine days. At some times there were up to 70 sections here at one time, using up 5-6 sidings. The railroad lost over 800,000 rubles due to the excessive idle time of this rolling stock. I am not inclined to attribute all these losses to our colleagues the river workers. They are constantly adding to the refrigerated fleet, and are now getting another

ship. However, to date this has not given a significant effect--they will all again be merely riding the waves during the navigation season in the Yakutsk region, where unloading is very slow."

In A. Dolgiy's opinion, the second acute problem involves container transportation. Over the past 7 years it has not grown at the Osetrovo Port, but remained at the level of 1976. The fact is that the Lena Steamship Line is in huge arrears with respect to returning containers to the railroad line. As a result the MPS [Ministry of Railways] is delaying their dispatch to consignees in transport freight to points in the Lena basin. It certainly seems paradoxical that this container debt is not declining, but growing annually. More than 100,000 average tonnage containers are "frozen" at points in the basin. Just in one round trip alone, the steamship line would be able to haul more than 200,000 tons of freight in them. Just where have these invaluable containers been mislaid? A special investigation was made in March. It turned out that they have been converted into warehouses and storage rooms, private individuals use them for garages. Or they are often simply strewn about in various points of the basin, where some of them have fallen into disrepair and must be rebuilt.

It is a very strange situation. Containers are dispatched to places where there are no facilities for unloading them. They are dragged up onto bare river banks. Each one should serve at least 15 years, but they fall into disrepair within 5. Of course, the Lena River workers are obligated to return each container, and not keep them for months and years at the Nizhneyanskiy Port or in Yakutsk. They pay fines which, incidentally exceed 2 million rubles annually. All the same, this does not compensate for the loss. The money moves from one of the state's pockets to another. The time has come to more seriously set about the opening of container receiving points. Osetrovo workers now have 40 such points, which on the whole are not suitable for work with containers. It is difficult to put them on the bank, and they sit there for a long time. G. Khoroshilov, the head of the port, feels that it is advisable to have a maximum of 15 points for containers, where operations would be more certain and losses sharply reduced. Obviously, the MPF [Ministry of the River Fleet] should give consideration to Osetrovo Port workers' opinion.

Railroad and port workers are also concerned about the present railroad car processing situation at the Osetrovo Port, especially as it concerns box cars. Freight arrives at the Lena station in accordance with MPC and MRF schedules, but the excessive idle time of cars is very great. A. Dolgiy gave these figures: in January the daily unloading plan was underfulfilled by 37 cars, and in February and March by 21. By the beginning of April 98 cars full of mixed feed, 66 loaded with flour, and 100 with cement were standing idle awaiting processing. It is essential to combine the efforts of transportation workers. It is also necessary to have effective long term help from soviet and economic organs in Yakutia and Irkutsk Oblast in order to efficiently proceed with the accumulation of freight and from the first days of the navigation season ensure delivery to enterprises and residents of the Far North.

PORTS AND TRANSSHIPMENT CENTERS

FOREIGN BUILT CRANES CAUSE PROBLEMS: DOMESTIC MODELS SOUGHT

Moscow VODNYI TRANSPORT in Russian 12 May 83 p 2

[Article by N. Naumova: ["Large 'Trifles'--Maximum Effort for Overall Mechanization"]]

[Text] About 85 percent of all port cranes operating at our river ports are imported from Hungary and the DDR. Over the past 30 years the stock of these machines has become very diverse and consists of Albatros, Albrecht, Ganz, and Kondor cranes, which have varying designs, mechanisms, and electrical circuits. Everything was going well until the equipment from these firms began to wear out. It turned out that the foreign firms cannot deliver all the spare parts because some models are no longer produced. Domestic equipment isn't suitable, the GOSTs [All Union State Standards] are different. We do not even produce some types of the electric motors with the required characteristics.

The problem arose of justifying the replacement of imported equipment with domestic equipment, which, in addition, is somewhat less expensive. The problem was undertaken by the collective of a still young laboratory for loading equipment which has been in operation since 1981 at the Moscow Institute for Water Transport Engineers. The task turned out not only to be difficult, but also very laborious, due to the necessity of initially studying complex dynamic processes in the mechanisms. Only after this was it possible to make practical recommendations. In spite of this the specialists are optimistic, and by the end of the year will present their results for introduction. At scientific-technical seminars they are now acquainting port workers with how they will succeed in doing this.

Yes, the laboratory is still quite young. It is not surprising that during its beginnings it has to solve local problems. However, let us take a look what these local problems were. For example, the mechanization of cleaning the residues of bulk cargos from ships has a prominent place in our river fleet. The cleaning is somewhat mechanized (in semi-open type ships), using machines from the Clark Company, which are not well suited to such ships. As a result, sometimes cleaning is done by "shoulder mechanization," working with brooms or ordinary gloves to brush grain, for example, from the bulkheads.

So, the laboratory's workers did not assume obligations beyond their capabilities such as, for example, developing their own new cleaning machine. They did something simpler, they studied the brochures of the Clark Company, found the machines most suitable for this work, and suggested first to purchase "Clarks" with closed cabs. This considerably improves working conditions by reducing noise and the amount of dust in the cab. Secondly, they suggested the acquisition of machines with greater capacity. Although they are more expensive, in spite of this they are more efficient. The laboratory can go ahead and provide studies and calculations.

The laboratory also made its own design decision to change the standard form of the bucket. You can see that it is a new one. It is even sort of awkward to call it a bucket, due to its unusual form and capabilities: it can scoop up both in front and in back. The main feature is that such small buckets can pick up loads between bulkheads, reducing manual work here by 3-4 fold. This innovation was tested at the Moscow South Port. One shortcoming was found, the bucket is rather heavy. Associates at MIIVT [Moscow Institute of Water Transport Engineers] made some calculations and there is hope that the problem will be solved.

Ye. Rachkov, docent, candidate of technical science, and manager of the project, stresses to all the importance of "small" improvements resulting in such substantial reductions in manual labor. Nevertheless, it was only through the enthusiasm of its associates, and often all of MIIVT that the laboratory solved these problems by last year's end. Such "small," or as they are still called, local problems, in spite of their importance, lag behind the introduction plan under development by the Ministry of the River Fleet. The MRF [Ministry of the River Fleet] is very attentively examining the scientific development results at this young laboratory and would like to hope that the plans for the ministry will have more than that being introduced at the ports.

The laboratory's solutions sometimes turn out to be simple. On becoming acquainted with the studies and drawings, some people are surprised: "Why didn't we think about this." The problem of increasing the efficiency of grab bucket utilization was elegantly and simply solved. Naturally, crane productivity depends upon how rapidly loads are ready for the iron jaws. The idea put forth at the laboratory is to have the control over the number and type of pulleys depend upon the freight's characteristics.

The implementation of this idea permits the modernization of series produced grab buckets already at the port. As a result ships sit idle 90 minutes less during unloading and the capital investments are ridiculously low--15 rubles. Just think of this: only 15 rubles are spent and the result is a considerable increase in the efficiency of grab bucket operation and a 35 percent reduction in energy consumption during unloading. Of course, this idea, simple at first glance, is supported by thick volumes of studies and drawings. The new, or more accurately, the modernized grab buckets will be used in Moscow ports even during this navigation season.

Here is another problem. The river fleet is becoming more extensive and its freight capacity is growing. However, the paradox arises that the increase in capacity is accompanied by an increase in the average idle time per ton of freight. What about the plan, which must not only be fulfilled, but fulfilled at minimal outlays? It is necessary to link freight operations norms at ports with the fleet's gross labor productivity. It is essential to have a system of norms and to have comparable compatible norms for fleet processing. They are now very diverse and there is a mass of examples which cause surprise and disbelief. Take a look: according to existing norms, at the new Ust'-Donetsk port Volg-Don type lumber carriers should be unloaded in 63 hours, while at the Moscow North Port, built back in 1937, and using the same equipment, the same type ship should be unloaded in 40 hours. How does one systematize norm formation and link ports and ships. Specialists are also solving these problems.

The MFR has determined the task of the laboratory. This involves questions of mechanizing loading and unloading operations, as well as everything involved with the operation of imported equipment at ports. MIIVT scientists are making only the first steps here. And their first successes allow to hope that the tasks presented to them will be successfully solved.

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CSO: 1829/260

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